

On behalf of
Linear Construction Limited

Date
February 2026

Project Number
162TG_T12089

LORD STREET **ENVIRONMENTAL** **STATEMENT** **NON-TECHNICAL SUMMARY**

LORD STREET NON-TECHNICAL SUMMARY

Project No.	162TG_T12089
Issue No.	Final
Date	17/02/2026
Made by	Campbell Risdon
Checked by	Campbell Risdon
Approved by	Harry Parker

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1. INTRODUCTION

1.1 Purpose of Non-Technical Summary

This is the Non-Technical Summary of the Environmental Statement which has been prepared by Ramboll UK Limited (Ramboll) and a team of technical specialists in accordance with the statutory procedures set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations')¹.

The Environmental Statement has been prepared to accompany a full planning application by Linear Construction Limited (hereafter referred to as the 'Applicant') to Manchester City Council to develop a vacant site located at Lord Street, Manchester, M8 5BW.

The proposed development comprises the demolition of a derelict structure and site clearance, the excavation of a basement, the erection of a 24 storey residential building.

This Non-Technical Summary presents a summary of the main findings of the environmental impact assessment and provides:

- A description of the site and surrounding context;
- An outline of the reasonable development alternatives considered by the Applicant and an indication of the main reasons for their choice, taking into account the potential environmental impacts;
- A description of the proposed development; and
- A summary of the likely significant environmental effects predicted and key mitigation measures (as relevant).

1.2 Viewing of ES and Application

The full Environmental Statement comprises the following:

- Non-Technical Summary (this document);
- Volume 1: Main Environmental Statement;
- Volume 2: Townscape, Visual and Built Heritage Impact Assessment; and
- Volume 3: Technical Appendices.

The full ES, together with the application and other supporting documents are available for viewing on the MCC website: <https://pa.manchester.gov.uk/online-applications/>

Digital versions of the full Environmental Statement are available for purchase from Ramboll.

1.3 Commenting on Application

Comments on the application should be forwarded to MCC at:

Manchester City Council
Town Hall
Albert Square
M2 5DB

¹ Secretary of State, 2017. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, London, HMSO.

2. ENVIRONMENTAL IMPACT ASSESSMENT

2.1 EIA Process and Methodology

Environmental impact assessment is a process that identifies the likely significant environmental effects (both beneficial and adverse) of a proposed development. The process aims to prevent and, where prevention is not possible, to reduce or mitigate any likely significant adverse environmental effects, where these are identified, and to enhance any beneficial effects. It is an iterative process which proactively seeks to integrate mitigation within the development proposals so as to avoid significant effects from arising.

The environmental impact assessment process adopted for the proposed development has followed good practice guidelines, as set out by the Institute of Sustainability and Environmental Professionals (formerly the Institute of Environmental Management and Assessment (IEMA)) Quality Mark scheme. The process involved the following key steps:

- Consultation with key stakeholders such as Manchester City Council on key environmental issues;
- Collection and use of the most up-to-date baseline information;
- Use of relevant guidance and good practice methods to predict the likely nature, scale and significance of any environmental change; and
- Reporting of the results of the environmental impact assessment process in the Environmental Statement in a transparent way, to provide the information required to inform the decision-making process.

2.2 EIA Scoping

An environmental impact assessment (EIA) Scoping Opinion Request Report was submitted to Manchester City Council on 17 November 2025 in support of a request for a formal EIA Scoping Opinion pursuant to Regulation 15(1) of the EIA Regulations. The EIA Scoping Opinion Request Report set out a description of the then emerging proposed development; the potential key environmental impacts and likely effects to be considered as part of the EIA; the proposed technical assessment chapters; as well as the proposed assessment methodologies.

Manchester City Council issued a formal EIA Scoping Opinion on 8th January 2026 confirming the scope of the EIA and ES. The EIA has been undertaken and the ES prepared based on the EIA Scoping Opinion.

2.3 Topics Included in EIA

The following topics were scoped into the EIA as technical assessment chapters:

- Daylight, Sunlight and Overshadowing
- Wind Microclimate;
- Socio-Economics and Human Health;
- Climate Change; and
- Built Heritage, Townscape, and Visual.

2.4 Topics Excluded from the EIA

The following topics were scoped out of the EIA:

- Ecology;
- Water Resources and Flood Risk;

- Ground Conditions;
- Transport;
- Air Quality;
- Noise and Vibration;
- Materials and Waste;
- Aviation;
- Archaeology; and
- Major Accidents and Disasters

However, these topics have informed the iterative design process and mitigation measures.

2.5 Assessment Approach

The Environmental Statement provides assessments of potential significant environmental effects during demolition and construction and once the proposed development is complete and operational. Each technical assessment considers different types of effects including direct, indirect, secondary and cumulative; short, medium and long-term; temporary and permanent; beneficial, neutral and adverse effects.

Each of the above scoped-in environmental topics have been addressed in a separate technical assessment chapter in Environmental Statement Volumes 1 and 2. In each chapter, a description of the assessment methodology is given together with the existing site conditions. This is followed by an assessment of the likely effects of the proposed development taking into account mitigation measures that are embedded in the development proposals; the consideration of the need for additional mitigation or any recommendations for enhancement measures to reduce or offset any significant adverse effects identified during the assessment; and a concluding assessment on the residual effects that would remain after these measures have been implemented.

The technical assessment chapters report upon the likely scale (negligible, minor, moderate or major), nature (beneficial, neutral and adverse) and significance of environmental effects.

Consideration is also given to the cumulative effects of the proposed development. The following two types of cumulative effects have been assessed:

- Intra-project effects are different types of impacts from the proposed development that could interact to jointly affect a particular receptor or receptor group at the site. Potential impact interactions could include the combined effects of noise and dust during demolition and construction activities on a particular sensitive receptor; and
- Inter-project effects which are combined or additional effects generated from the proposed development together with other 'approved or existing projects' ('cumulative schemes') as defined by the EIA Regulations. These cumulative schemes may generate their own individually (not significant) effects but when considered together could amount to a significant cumulative effect, for example, combined transport and accessibility impacts from two or more schemes. All technical chapters included in the Environmental Statement have assessed the potential for cumulative effects.

A list of 14 cumulative schemes was prepared as part of the EIA Scoping Report submitted to Manchester City Council. The following approach was adopted to their selection:

- Schemes located within 1 km of the proposed development site area, where it was expected that these schemes would provide either over 150 dwellings; or

- Schemes located within 1 km of the proposed development site area, where it was expected that these schemes would deliver up to or over 10,000 square metres of gross internal floor space.

The locations of the cumulative schemes identified are presented in Figure 2.1. Table 2.1 provides a list of these schemes and their descriptions.

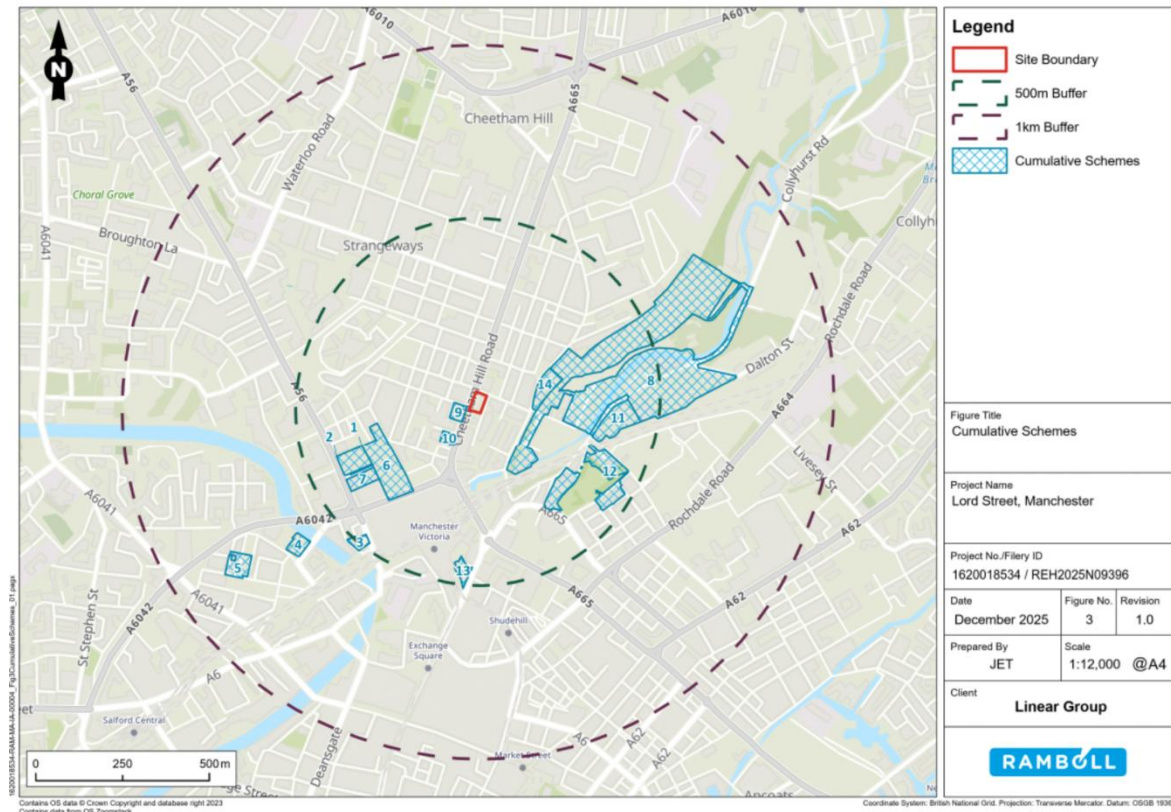


Figure 2.1: Location of Cumulative Schemes

Table 2.1: Cumulative Schemes and Description

Number	Planning Reference	Proposal Summary	Status
1	137941/FO/2023 Brewery Gardens	Residential led mixed use development for 505 apartments with commercial uses. Development comprises two buildings (one part 29, 25 and 20 storeys, one 12 storeys).	Under construction
2	132416/FO/2021 Land bounded by the Travelodge and Surface Level Carparking to the north, Further Surface Level Carparking to the east, Manchester College to the south and Bury New Road to the west. 935m from the site.	Residential led mixed use development for 461 apartments with ground floor commercial uses, comprising two buildings part 27, 20, 17 storeys and part 11 and 10 storeys.	Approved

Number	Planning Reference	Proposal Summary	Status
3	122280/FO/2019 Land Bounded by Great Ducie Street and Mirabel Street Manchester M3 1PJ 550m from the site .	Residential led mixed use development for 84 residential apartments comprising one ten-storey building for 45 apartments, and one 14 storey building for 84 apartments. Commercial uses on the ground floor.	Approved
4	19/74205/FULEIA Land Corner New Bridge Street And, Greengate, Salford 700 metres from the site.	A single building with two blocks (14 and 55 storeys) to include: 542 residential apartments, commercial at ground.	Approved
5	22/80890/REM (submitted pursuant to 21/78473/HYBEIA (Section 73 permission)). Original consent 19/74465/HYBEIA. (Salford City Council) 860 metres from the site.	40-storey (plus ground) building containing 518 apartments, ground floor commercial space.	Approved
6	118831/FO/2018 Former Boddingtons Brewery Site Dutton Street Manchester M3 1LE 935m from site.	Residential led mixed use development for 536 residential units, comprising two buildings (one maximum 17 storeys and one maximum 26 storeys). Commercial floor space included.	Under construction
7	136492/FO/2023 Manchester College 415m from the site.	Phase 2 of the new city centre campus for the Manchester College and UCEN Manchester. 5,870 square metres of educational floorspace within a 5 storey building.	Approved
8	136812/OO/2023 136814/FO/2023 Red Bank Victoria 210m from the site.	Residential scheme including 4,800 units across in multiple buildings ranging from 6 to 34 storeys.	Outline / Approved
9	138696/FO/2023 Land At 33 - 41 Cheetham Hill Road Manchester M4 4FT 50m from the site.	Residential led development comprising a part 17 / part 23-storey residential development comprising 237 apartments.	Approved
10	138302/FO/2023 1 Park Place Manchester M4 4EZ 110m from the site.	Part 25 and part 15 storey residential building comprising 154 apartments.	Approved
11	126944/FO/2020 Land Bound by Dantzic Street, Gould Street, Williamson Street and Bromley Street (known as Victoria Riverside) 425 m from the site.	Three towers (37, 26 and 18 storeys) and podium levels (6 storey) to form 634 residential apartments and townhouse accommodation together with commercial accommodation (1222 sqm)	Under construction
12	116366/FO/2017	Four residential buildings (22 storey building, 17 storey building, 40 storey building and part 12, part 9	3 Plots completed

Number	Planning Reference	Proposal Summary	Status
	124120/JO/2019 Land Bounded by Dantzic Street & Aspin Lane, Land Bounded by Gould Street & Angel Meadows and Land bounded by Old Mount Street, School Street, Naples Street & Ludgate Street 480m from the site.	storey building) to form 756 residential apartments together with ground floor commercial uses (616 sqm)	1 Plot Approved
13	134092/FO/2022 Land at Corporation Street (New Victoria Phase 2) 475m from the site.	Ten storey office building with ground floor commercial unit.	Approved
14	EIASCO/25/011 50-54 Red Bank 180m from the site.	Residential led scheme for 589 units, comprising one 43 storey and one 18 storey building.	EIA Request (pre-planning)

3. EXISTING SITE AND SURROUNDING CONTEXT

3.1 Site Location

The site is located at Lord Street, M8 5BW (centred at National Grid Reference: TQ SJ841994), as presented in Figure 3.1.

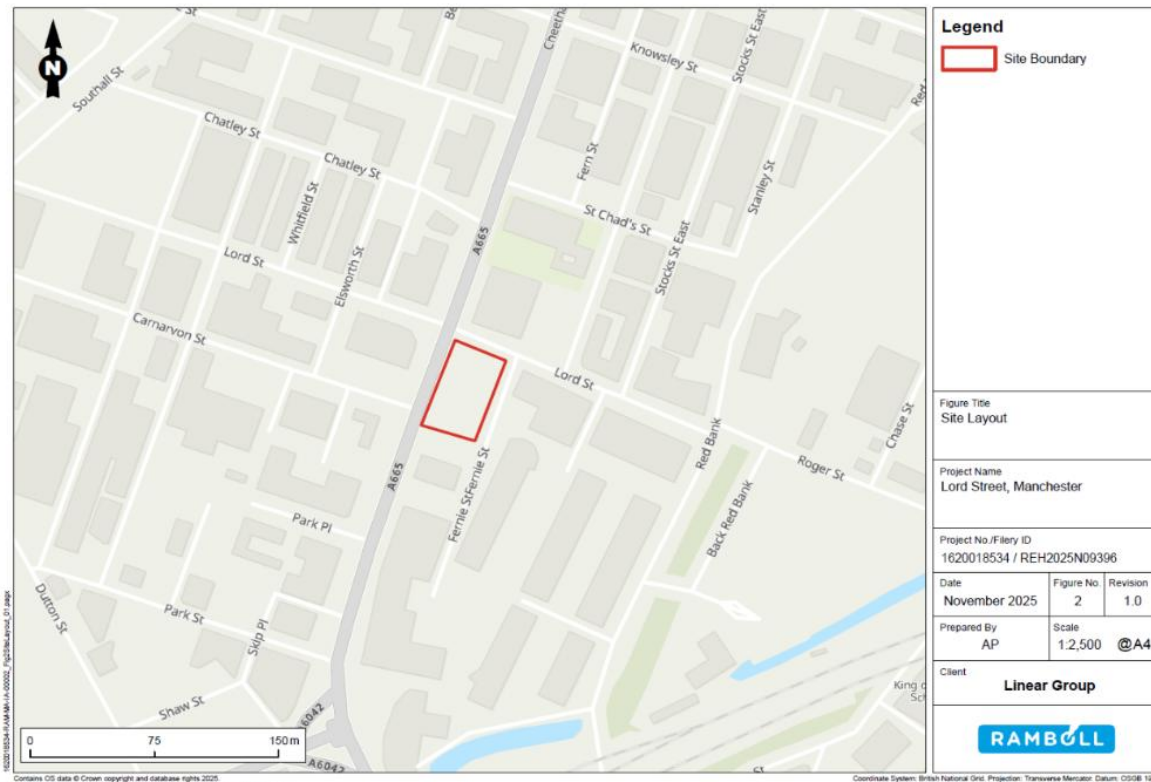


Figure 3.1: Site Location Plan

3.2 Site Description

The site is bounded by:

- Lord Street to the north;
- Fernie Street east;
- A car park and Texaco Petrol Station to the south; and
- Cheetham Hill Road (A665) to the west.

The site covers an area of approximately 0.18 hectares (ha).

The site is not occupied and is made up of derelict land, with some sprawling vegetation and a now vacant single storey tyre shop. Representative photographs of the site are shown in Figure 3.2.

3.3 Planning History

Planning permission was first granted on 21 November 2016 under application reference 113914/FO/2016 for the development of a 16 storey building containing 192 apartments and a ground floor commercial unit. Table 2.1 below provides a list of applications pertaining to the site since 2016.

Table 3.1: Site Planning History	
Reference	Description
113914/FO/2016	Erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings
CDN/19/0095	Discharge of Condition 4 Part A – Ground Conditions
CDN/19/0182	Discharge of Conditions 5 and 6 – Construction Management Plan and Local Labour
CDN/19/0330	Discharge of Condition 3 - Drainage
CDN/19/0418	Discharge of Condition 4 Part A – Ground Conditions
CDN/19/0536	Discharge of Condition 3 - Drainage
124193/JO/2019	Variation of Condition 10 – Replacement Environmental Standards.
138553/NMC/2023	Non-material amendment to planning permission 124193/JO/2019 to amend condition 2 (Approved drawings) to insert an additional internal staircase and AOV, amend number of car parking spaces, remove sub-basement and change the commercial space to residents' amenity space

3.4 Environmental Considerations

3.4.1 Ecology

Recent appraisal works for ecology undertaken in 2025 confirmed that there are no sensitive ecological areas located within 1 km of the site. On the site, there is widespread vegetation that is not considered to be in good condition. While this vegetation has the potential to support a few types of species including mammals and amphibians, the removal of this vegetation will be managed in line with a Construction Management Plan which will ensure that the vegetation will be checked for any species prior to removal. As such, it is not expected that there will be any significant effects to ecological receptors as a result of the construction or operation of the proposed development.

3.4.2 Water Resources and Flood Risk

There are no surface water features on the site and the closest surface water feature is the River Irk, located approximately 560 m to the southwest. The site is situated within Environment Agency Flood Zone 1 which means there is a 'low' probability of flooding. The site is surrounded by sufficient sewer outlets within its vicinity. A drainage strategy will accompany the planning application and will account for any increased surface water runoff, though this is not expected to be a large quantity. Drainage features will also be developed to reduce surface pollutants.



Figure 3.2: Site Photographs

3.4.3 Ground Conditions

A desk top study was undertaken as a part of the previous site consent under its older planning application (113914/FO/2016). This study confirmed that the site area has been in residential use since at least the 1840s, and that there was minimal risk from ground stability, unexploded ordnance, or exposure to harmful materials. There is one historic landfill located approximately 725 m northeast of the site, however there are no signs of contamination or previous contaminative uses of the site. During the construction of the proposed development, a detailed Construction Management Plan will be developed which will include measures to avoid the risk of contamination to the site from the movement of ground and soil.

3.4.4 Transport

The site is currently accessible through Lord Street and Cheetham Hill Road, though it is obstructed by scaffolding and not open to the public. The site is located within Manchester city centre which offers a high level of accessibility to transport and local amenities within a short walk or bus ride. Manchester Victoria Station is located approximately 355m to the south of the site. Cycling availability is also considered to be highly accessible within the site area, with an 8km cycle radius providing access to Manchester city centre and surrounding neighbourhoods.

The site benefits from its highly accessible location for public transport by train, tram and bus services available within a short distance, the nearest of these located 75 m south of the site along Cheetham Hill Road.

The proposed development would be accessed via Fernie Street. The proposed development would be car free and will not create any new trips or traffic associated with its operation. Proposed cycle parking includes one space per allotment, totalling 251 spaces. This will include space for adapted cycles.

3.4.5 Air Quality

The site is contained within the Greater Manchester Combined Authority Air Quality Management area, which measures exceedances of Nitrogen Dioxide. An Air Quality Assessment was undertaken in 2025, which found that concentrations of Nitrogen Dioxide within the area are generally lower than the air quality objectives measured within the Air Quality Management Area. As a result, it is expected that pollutant concentrations will be within the Air Quality Objectives for the site.

During construction, mitigation will be implemented to provide protection against dust and other particulate matter that could have an effect upon human health. These measures will be contained within the Construction Management Plan.

During the operational phase, the proposed development will be car free and as a result will not have a demonstrable effect upon the local air quality.

3.4.6 Noise and Vibration

During the construction phase of the proposed development there will be a short-term, temporary increase in noise and vibration levels because of construction activities, such as excavation works. These effects will be typical of any urban construction project and may lead to some localised disturbance to residential properties in close proximity to the site. However, such impacts are routinely and successfully managed via standard mitigation measures, which will be included within the Construction Management Plan.

Once operational, the proposed development will be used only for residential purposes and will be car-free. As such, levels of traffic in the area, and the noise associated with traffic, is not expected to change. Any building plant used within the operational proposed development would undergo noise testing and emission limits set by British Standard 4142 and any relevant planning policies set by Manchester City Council. This will ensure limited output of noise from the operational proposed development.

3.4.7 Materials and Waste

To build the proposed development, the single building on site will need to be demolished, along with the excavation of the existing ground to construct the basement. Both activities will generate a series of waste, likely to include concrete, wood and vegetation removal. Other materials and any contaminated material will be disposed of to appropriate landfill facilities. All waste arising during demolition and construction will be handled through the use of a Construction Management Plan, which will include best practice guidance for the industry and will furthermore include how the materials will be managed and stored efficiently for legal disposal.

Once completed, operational waste will only be from the residents of the proposed development, as no commercial uses will be present. The proposed development will have appropriate waste storage facilities, with pickups of waste occurring along Fernie Street for both rubbish and recycling.

3.4.8 Aviation

The site is located approximately 15km north of Manchester Airport, the closest airport to the site. As this is a significant distance away and the site is not within any key flight paths or airport exclusion zones, it can be determined that there will be no impacts to operations at the airport or to aviation as a result of the proposed development.

3.4.9 Archaeology

An Archaeological Desk Based Assessment was undertaken as part of the previous planning application approved for the site. The assessment found that the site is not within a conservation area and that there is little potential for any survival of archaeological remains. for archaeology. As such, it is likely that no archaeological assets would be damaged or devalued as a result of the proposed development.

3.4.10 Major Accidents and Disasters

As a fully residential development, the proposed development would not be a source of hazard that could result in a major accident or disaster during operation. Measures to eliminate the risk of disaster and safety measures for both construction and operation have been generated and are

outlined within the Construction Management Plan. It is considered that existing design measures for the proposed development and that standard practice within construction will control any risk of accidents and disasters.

Figure 3.3 below outlines the surrounding key environmental considerations of the site.

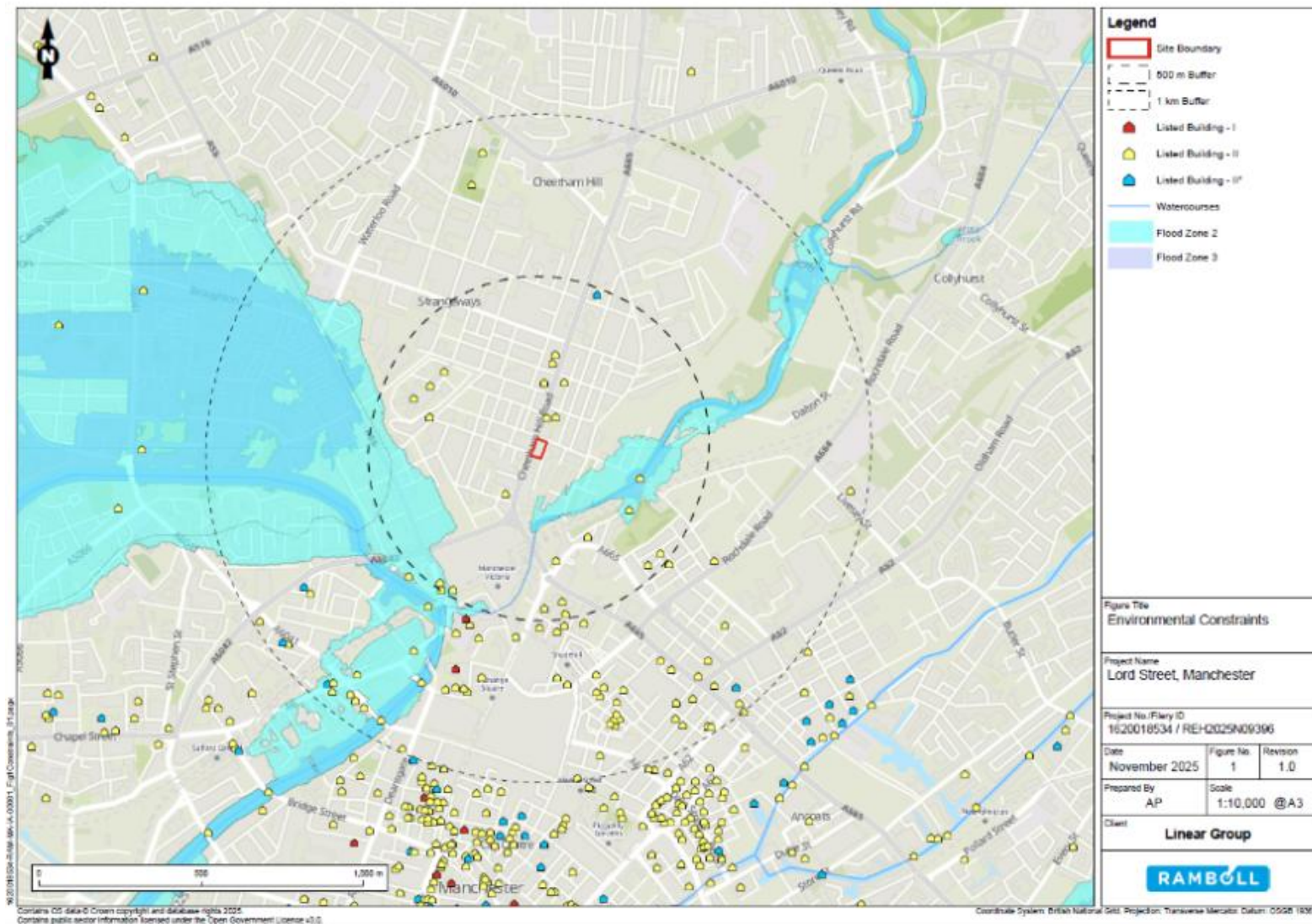


Figure 3.3: Surrounding Environmental Considerations

4. PLANNING CONSIDERATIONS

4.1 Policy Context and Designations

In respect of the EIA Regulations, the proposed development falls within Schedule 2, Paragraph 10b of the EIA Regulations as an 'urban development project'.

For the application, it is necessary to consider the proposed development against relevant policies and guidance at national, regional and local levels. At the national level, planning policy is contained within the National Planning Policy Framework 2025 (NPPF) and supported by the on-line Planning Practice Guidance (PPG).

The statutory development plan for the site comprises the:

- Places for Everyone – Joint Development Plan;
- Greater Manchester Combined Authority Strategy;
- Greater Manchester Combined Authority Housing Strategy; and
- Supporting Supplementary Planning Guidance (SPGs) and Supplementary Planning Documents (SPDs, regional and local) guidance and standards.

The site is located in the Cheetham Hill Ward of Greater Manchester and is not an allocated site under the Greater Manchester Joint Development plan.

In addition, a range of regional and local supplementary guidance documents are relevant to the determination of the application and have been considered in undertaking the EIA. These are listed within each technical chapter where applicable.

5. DESIGN EVOLUTION AND ALTERNATIVES

The EIA Regulations require the ES to report on the reasonable alternatives (for example in terms of development design, location, size and scale) studied by the Applicant, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of environmental effects.

The design evolution has been informed by the Applicant's development objectives; policy considerations, site design considerations and environmental considerations.

The ES considers the following alternatives:

- The 'Do Nothing' scenario;
- Alternative sites;
- Alternative land uses;
- Existing Consent for the site; and
- Alternative layouts, design and design evolution.

5.1 'Do Nothing' Scenario

The 'Do Nothing' scenario is a hypothetical alternative conventionally considered in EIA as a basis for comparing the development proposal under consideration. The 'Do-Nothing' scenario, in the sense that the site is left in its current state, this is not considered to be a viable or reasonable alternative and is therefore not a realistic scenario given the planning history and previous use of the site and its surrounding context. As the site has been vacant for multiple years now and as expressed by previous planning consent there is a general consensus that it should be developed.

In the event that the site was left vacant, there are several lost opportunities including:

- The opportunity to deliver additional housing;
- The opportunity to maximise the productive use of the site; and
- The opportunity to deliver biodiversity net gain.

5.2 Alternative Sites

No alternative sites were considered as the Applicant owns the site. The site provides an opportunity to provide additional housing within Cheetham Hill that would not be afforded by alternative sites and this is furthermore outside the control of the Applicant.

5.3 Alternative Land Uses

The proposed land uses have been informed by prevailing local and regional policy. No other land uses were considered other than those proposed.

5.4 Existing Consent for the Site

Planning permission was granted for the site for in 2016 under MCC Planning Reference 113914/FO/2016 for the development of the following:

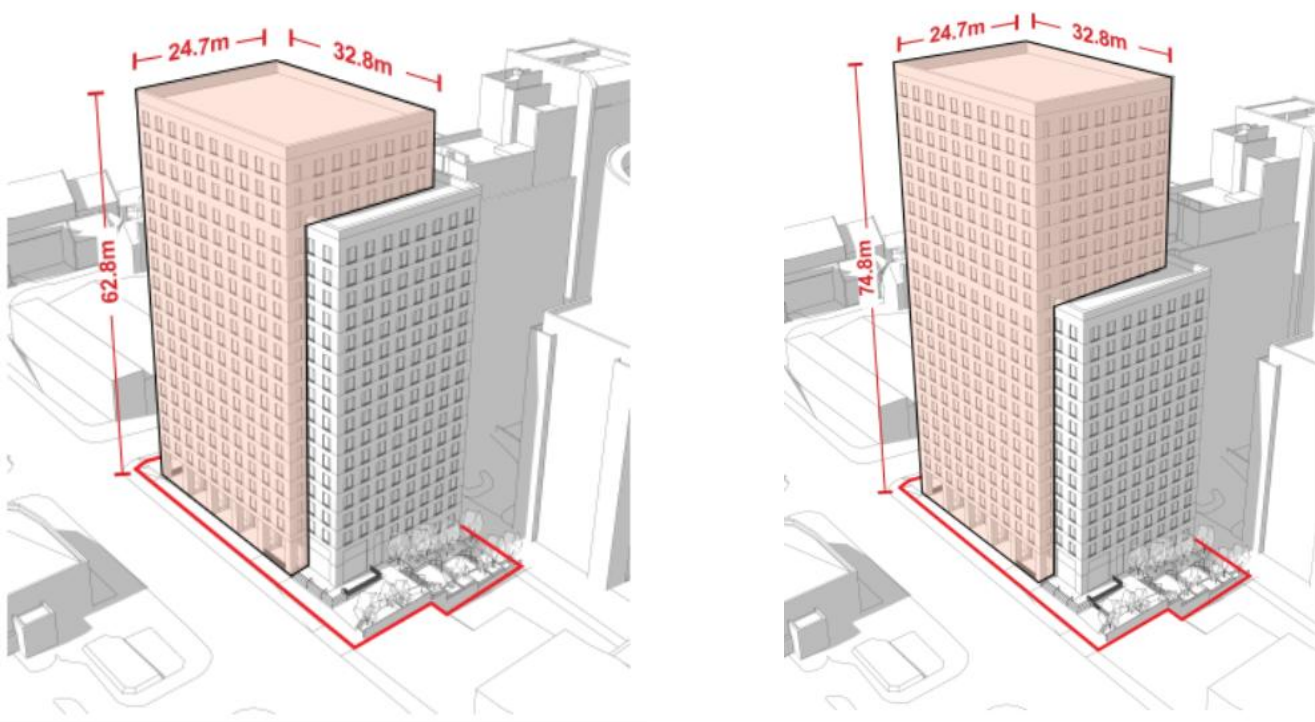
"Full planning permission for the erection of a 16-storey (15 storeys with part 16th floor mezzanine) residential development consisting of 192 apartments with ground floor commercial floorspace (Use Classes A1, A2, A3 or B1), means of access, basement car parking, amenity space, landscaping and demolition of existing structures".

The proposed development is therefore similar in nature to the existing consent, with both comprising a single tall building providing residential units. The proposed development therefore represents an increase in the height and number of residential units for compared with the consented scheme, but a reduction in car parking and retail floorspace. As such, the updated design of the proposed development provides greater potential for housing delivery within the local area than its previous design.

5.5 Alternative Site, Height and Massing Layouts

An iterative design evolution process was undertaken and included consultation with MCC. The layout options considered daylight, sunlight and overshadowing and townscape character and visibility. An original option for a 21-storey tower was presented to Manchester City Council. The feedback from Manchester City Council included that the proposed development should take a more slender form by increasing its height and decreasing its width. This resulted in a final height of the proposed development of 74.8 m above ground level. The comparison between these two options is shown in Figure 5.1 below.

Figure 5.1: Increasing height of the proposed development and lowering of the terrace level



6. PROPOSED DEVELOPMENT

6.1 Proposed Development Description

The Applicant is submitting a full planning application for the following:

'Demolition of existing structures and erection of a residential apartment development comprising 251 dwellings (Use Class C3) with landscaping and associated works'

In summary, the proposed development would comprise the following:

- Demolition of the vacant structure on site;
- Excavation of a basement;
- Erection of one 24-storey tower block containing 251 dwellings of 1-bed and 2-bed apartments;
- Delivery of residential amenity space and open space; and
- Delivery of 251 cycle parking spaces.

6.2 Site Arrangement

The site would be almost entirely taken up by the tower block, with the remaining ground floor space providing open amenity space surrounding the tower.

The main entrance to the site would be from Cheetham Hill Road. This entrance would allow residential deliveries, drop off vehicles and pedestrian and cycle access to the site. Vehicles associated with servicing and commercial deliveries would access the site via Fernie Street.

The proposed development would be car free, excluding disabled, service, delivery and drop off vehicles.

Landscaping, private and public amenity space would be delivered across the proposed development. The area surrounding the tower within the site boundary will feature both hard and soft landscaping and would provide public open space. Residential blocks would provide private amenity space in the form of a communal terrace on the 15th storey.

6.3 Land Use Distribution

The proposed development would be underlain by a basement which is expected to extend to a maximum depth of 5.025 m underground.

At ground level will be the entrance to the proposed development alongside landscaping and public realm updates within the site boundary. The ground level up to the 14th level would have the same layout plan, shown below in Figure 6.2. At the 15th level there will be a semi-covered terrace for use by residents, Shown in Figure 6.3. The 16th through 23rd Storeys of the proposed development mirror the floor space plans of the previous ground floor through 14th storey. The building remains closed with no further terraces and terminates at the 24th storey. Roof plans for the proposed development are shown in Figure 6.4 below.

6.4 Floorspace Schedule

The floorspace schedule for the proposed development is presented in Table 6.1.

Table 6.1: Proposed Development Area Schedule		
Uses	Gross External Area (GIA) m²	Gross Internal Area (GEA) m²
Residential (Use Class C3) – 251 units including private amenity space	22,203	16,046

Table 6.1: Proposed Development Area Schedule		
Total	22,203	16,046

Table 6.2 below outlines the number of 1-bedroom and 2-bedroom units provided by the proposed development. These are all in private ownership and no affordable housing will be delivered as a result of the proposed development.

Table 6.2: Illustrative Residential Unit and Tenure Mix						
	Studio	One-bed	Two-bed	Three-bed	Four-bed	Total
Total by Unit	0	83	168	0	0	251
% by unit	0	33.1%	66.9%	0	0	100%

Figure 6.1: Proposed Basement Plan



Figure 6.2: Ground Floor Layout Plan

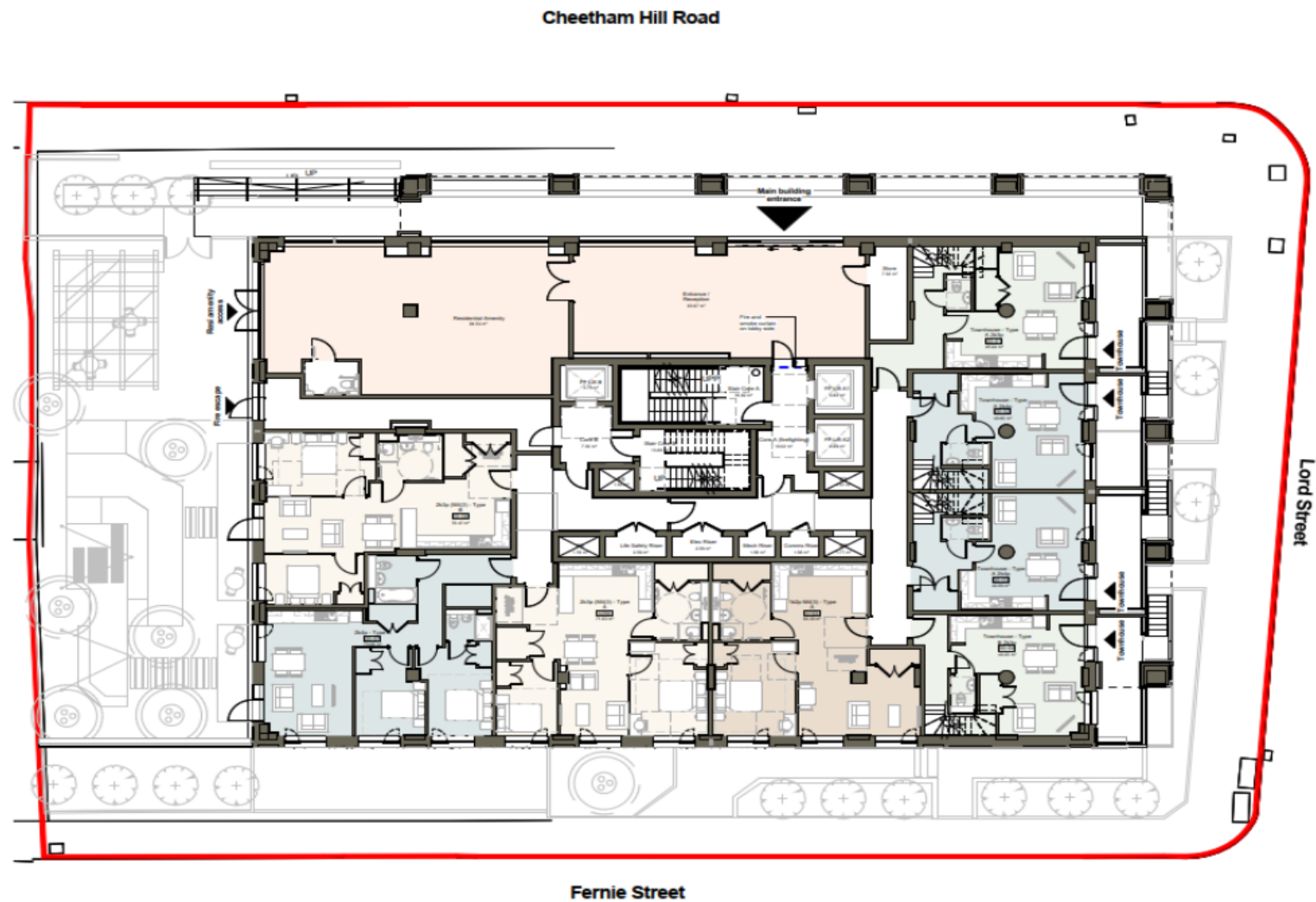


Figure 6.3: Proposed 15th Floor Plan Layout

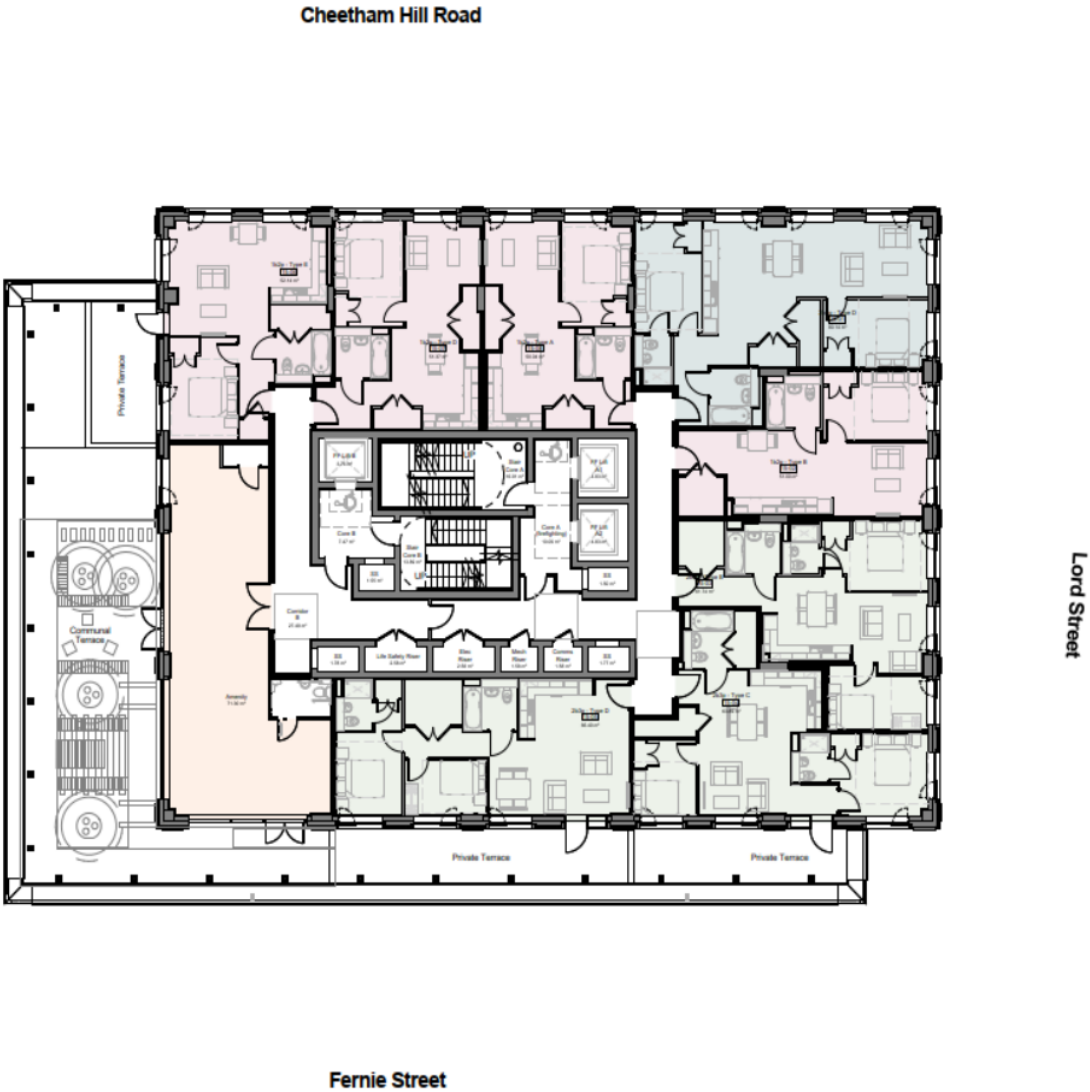
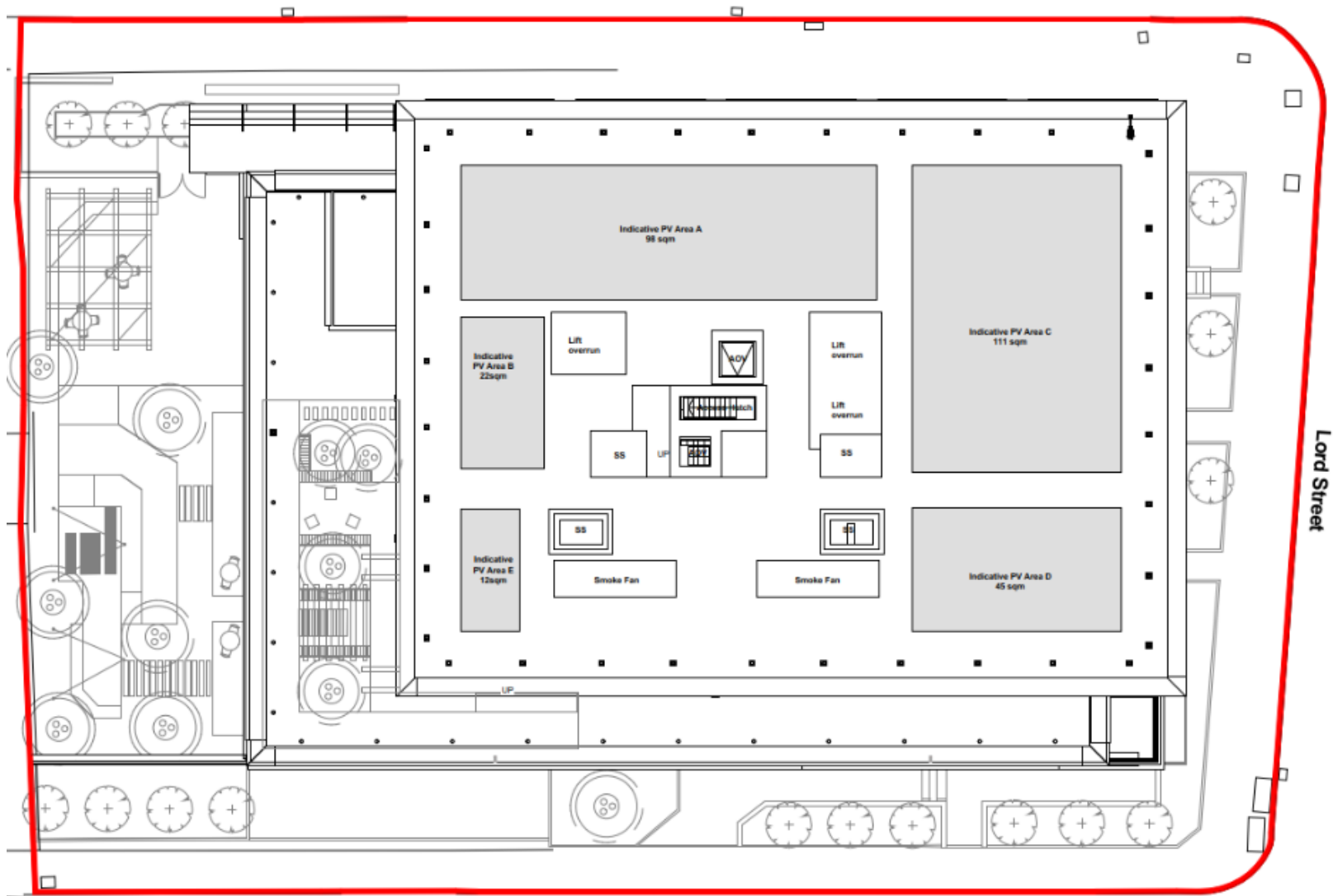


Figure 6.4: Proposed Roof Layout



6.5 Built Form, Height and Massing

The proposed development's building height is 74.8 m above ground level and is 24 storeys tall.

The design of the proposed development has been informed by the surrounding context.

The façade detailing of the blocks would primarily comprise red terra cotta brick and stepped back window systems. This limited palette would provide a uniformed look to the development and is consistent with the surrounding character area.

6.6 Public Realm, Private Amenity and Open Space

Table 6.4 summarises the area of public realm and open space network to be delivered as part of the proposed development. A total of 1,445 m² of public realm, public and private amenity space would be delivered.

Table 6.4: Proposed Development Public Realm, Communal Residential, Commercial and Visual, Open Space Provisions	
Deliverable	Area (m²)
Private Amenity Space	490
Public Amenity Space	350
Open Space	605
Total	1,445

Hard and soft landscaping would be provided at the exterior ground level of the site and on the 15th floor terrace. The public realm provided by the proposed development would be softened with new planting. This will be within the space to the west of the building footprint alongside Cheetham Hill Road.

Public amenity space for both the public and for residents would be provided at the ground level along the western side of the site set back from Cheetham Hill Road.

The existing biodiversity habitat on site is very limited, with the site being filled primarily with overgrown vegetation which will be removed as part of the construction of the proposed development.

A Biodiversity Net Gain Assessment has been undertaken which has quantified the level of biodiversity change from the existing site to the proposed development. The decrease in biodiversity has been calculated at -41.66%. These biodiversity losses would be compensated for by new planting located on the site, alongside off-site compensation for the total loss of habitat.

6.7 Access and Egress

Access to the site will be from Cheetham Hill Road for vehicular access points, with Fernie Street being used for servicing access.

Pedestrian and cycle access would be via entrances on Cheetham Hill Road, Lord Street and Fernie Street. Footways would be provided along the extent of the site frontage which would connect with the existing pavement.

6.8 Parking

The proposed development is car free – no car parking is proposed.

251 cycle parking spaces will be provided to accommodate one cycle space per dwelling. 5% of these spaces will be suitable for larger, adaptable bikes. All cycle spaces will be located within the basement.

6.9 Waste Management

A waste strategy has been produced to accompany the application which provides details on the total estimated waste arising for the proposed development.

Sufficient space within each of the waste storage areas has been provided to accommodate the required number of refuse, recyclable and food waste containers assuming a weekly waste collection frequency.

Waste generated within the proposed development would be from Fernie Street, via a proposed loading and servicing bay.

6.10 Plant and Ventilation

Air source heat pumps will provide hot water to the proposed development, with individual electric panel space heaters providing heating.

The combined estimated energy demand for heating and hot water is estimated at 828.18 kWh per year.

The apartments and townhouses will benefit from whole house balanced mechanical ventilation with heat recovery.

Purge ventilation is provided through openable windows.

In order to mitigate the risk of overheating the design would use a combination of passive and non-passive measures.

All areas would be specified with low energy lighting. Additionally, motion sensors would be applied throughout relevant areas to help reduce lighting demand and turn off lighting when spaces are unoccupied or adequately day-lit reducing internal heat gains from luminaires.

The proposed development will also benefit from multiple sustainability features, including:

- Solar photovoltaic panels will be installed on the roof (339m²);
- High performance thermal insulation;
- Low air permeability;
- Sophisticated heating controls;
- 100% light-emitting diode (LED) lighting;
- Appliances and white goods specified will be highly energy efficient; and
- Each dwelling will be specified with a smart meter to enable occupants to effectively monitor and manage their energy consumption.

6.11 Health and Wellbeing Measures

The proposed development has sought to promote and encourage healthier lifestyles through the following measures:

- Providing access to open space and amenity space;
- Providing access to employment opportunities;
- Providing housing in a range of residential unit types; appropriately sized; energy efficient; warm and dry;
- Providing safe, accessible spaces;
- Providing cycle spaces and promoting walking; and
- Avoiding exposure to excessive noise, vibration, light spill, overheating or poor air quality.

6.12 Operational Management Controls

An operational management plan would be prepared and implemented at the proposed development for all elements.

A Delivery Servicing Plan and a Waste Management Strategy would be prepared and implemented at the proposed development.

Design measures have been incorporated in respect of emergency and disaster management.

7. DEMOLITION AND CONSTRUCTION WORKS

7.1 Overview

The demolition and construction works would take place over a three-year period. It is anticipated that works would commence in quarter four (Q4) 2026, with completion targeted for Q4 2029.

7.2 Construction Environmental Management Plan

The framework presented in Environmental Statement Chapter 5: Demolition and Construction Description would form the basis for a Construction Environmental Management Plan (CEMP) and has been developed in accordance with standard best practice and regulatory requirements. The CEMP would include a Construction Logistics Plan (CLP) and a Site Waste Management Plan (SWMP) and would be submitted for review and approval by Manchester City Council prior to commencement of works on-site. It would include the following:

- A commitment to environmental protection (all consultants and trade contractors would be invited to declare their support for this at tender stage);
- Documentation of measures to comply with environmental aspects of any planning conditions;
- Detailed control measures and activities to be undertaken to minimise likely environmental impacts, as well as associated roles and responsibilities;
- Target criteria for environmental issues, where practical, such as water and energy consumption;
- Any requirements for monitoring and record keeping;
- Proposed noise, vibration and dust monitoring levels to be agreed by Manchester City Council;
- A dedicated point of contact during normal working hours and in emergencies with responsibility to deal with environmental issues if they arise; and
- A review and monitoring regime of on-site performance against the CEMP provisions by the project team and regular environmental audits of its implementation.

7.3 Community Liaison

The Applicant would engage with and inform the local community and local stakeholders of particular construction tasks and indicative timelines across the individual construction phases and would ensure that both parties are fully involved in any such dialogue.

Matters for public consultation during the demolition, bulk excavation and piling works would be brought to the public's attention through staging drop-in exhibitions and the circulation of bespoke newsletters within the established catchment area. Local stakeholders would be engaged in direct communication with the Applicant, design team and other such consultants as required from time to time through the established Resident's and Community Liaison Groups. These groups would be open to new members as and when required and would be run in accordance with the stipulations of MCC.

7.4 Working Hours

Working hours would be agreed with MCC, but are expected to be:

- 08:00 to 18:00 hours Monday to Friday;
- 08:00 to 13:00 hours Saturday; and
- No working on Sundays or Bank Holidays.

All work which is intended outside of these hours, excluding emergencies, would be subject to prior agreement, and / or reasonable notice to MCC and other relevant parties.

7.5 Potential Demolition and Construction Environmental Effects

The main sources of potential environmental effects during demolition and construction of the proposed development have been identified as:

- Existing views;
- Townscape;
- Daylight, Sunlight and Overshadowing; and
- Global climate change.

Potential impacts have been identified and standard best practice mitigation measures have been incorporated into the development proposals to avoid the likelihood for significant environmental effects.

8. LIKELY SIGNIFICANT ENVIRONMENTAL EFFECTS OF PROPOSED DEVELOPMENT

8.1 Daylight, Sunlight and Overshadowing

8.1.1 Demolition and Construction Effects

There is a reasonable level of baseline daylight and sunlight to the surrounding sensitive residential receptors, considering the city centre context of the site and the height and density of the immediate locality.

As any potential daylight and sunlight effects relating to demolition and construction stages will gradually increase to the potential effects identified for the completed proposed development, the interim construction effects have not been assessed, as it is considered that the completed proposed development represents the worst-case assessment in terms of likely daylight and sunlight.

During the construction phase, the daylight and sunlight effects will gradually change from the baseline condition to those impacts (where present) with the proposed development in place, which is described below in the operational phase.

8.1.2 Completed Development Effects

The assessment has been undertaken with reference to BRE Guidance, the industry standard guidance for assessment of daylight and sunlight amenity impact. The following buildings were assessed in relation to daylight and sunlight amenity:

- Britton House, 21 Lord Street, Manchester M4 4FN;
- Jefferson Place, 1 Fernie Street, Manchester M4 4AZ;
- The Hallmark, 6 Cheetham Hill Road, Manchester M4 4GA;
- Melia House, 19 Lord Street, Manchester, M4 4AX;
- Barton Place, 3 Hornbeam Way, Manchester, M4 4AT;
- Masson Place, 1 Hornbeam Way, Manchester M4 4AJ;
- St. Chad's Presbytery, Stocks Street, Manchester, M8 8GG;
- Area of lawn associated with Britton House; and
- Garden and landscaping associated with St Chad's Presbytery.

The focus of the BRE Guidance is on assessment of habitable rooms, such as bedrooms, kitchens and living rooms within neighbouring buildings. In accordance with the BRE Guidance, rooms within neighbouring buildings above that are not of habitable use (for example circulation spaces, WCs), or other neighbouring buildings of commercial use, have not been impact assessed.

Construction of the proposed development will result in reduced daylight and sunlight over the site to windows and rooms of the neighbouring buildings.

Daylight Effects

The scale of effect on the daylight amenity of Jefferson Place and Barton Place **is moderate adverse**, significant. No other buildings assessed will have significant effects related to daylight amenity.

Sunlight Effects

St Chad's Presbytery and Britton House have been appraised for impacts to sunlight. Windows of the other neighbouring buildings are either south of the site, meaning that they do not receive direct sunlight over the area of the proposed development or are orientated north-west, north or north-east facing, meaning that these windows and the rooms they serve will have **no significant impact on sunlight amenity**.

Impacts on sunlight amenity of St Chad's Presbytery are negligible. Impacts on sunlight amenity of Britton house are **minor adverse** (not significant). On that basis the impact of the proposed development on the sunlight amenity of these buildings is not significant.

Overall, it is considered that the completed proposed development would result in **moderate adverse** effects on the daylight amenity of Jefferson Place and Barton Place. All other effects on daylight, sunlight and overshadowing are considered to be **not significant**.

8.2 Wind Microclimate

The proposed development was assessed through the use of Computational Fluid Dynamics (CFD) to test for the safety and comfortability of the site during both the construction and operation of the proposed development.

Baseline conditions for the site show that the site area meets safety criteria and is suitable for short-term standing or better throughout the year. As such, wind conditions are comfortable for pedestrian movement at the building entrances throughout the study area.

8.2.1 Demolition and Construction

During the demolition and construction works, there would be potential for wind to blow into and across any open areas of the site. However, the construction site would be occupied only by site workers, whose sensitivity to windy conditions would be reduced, while pedestrians moving elsewhere in the study area would be too far to notice any effect of a cleared site due to site hoardings. As a result, during demolition and construction works, there are **no significant** effects predicted on off-site and on-site receptors and consequently no additional mitigation is required.

8.2.2 Completed Development

During the operational stage, the wind conditions within and around the site would continue to meet the wind safety and comfort criteria.

Overall, it is considered that the completed proposed development would result in **negligible** effects on the wind microclimate and identified receptors, and as such would not give rise to significant effects on the wind microclimate conditions.

8.3 Socio-Economics and Human Health

8.3.1 Demolition and Construction Effects

The demolition and construction works associated with the proposed development generate 134 gross direct demolition and construction jobs which, when taking into account leakage, displacement and induced/indirect jobs, would be equivalent to 113 net demolition and construction jobs over the 140-150 week development programme. To maximise local recruitment, enhancement measures would comprise commitment to advertise job vacancies in local job agencies and newspapers in accordance with 'local and relevant postcodes' to maximise those employed locally as well as local provision of skills training. These measures would be secured by means of an appropriately worded planning condition. The residual effect would be beneficial and **not significant** at the local authority level.

8.3.2 Completed Development Effects

The proposed development would deliver 251 new residential units, which would result in a **minor beneficial, not significant**, residual effect at the neighbourhood level. The effect at local authority level would not be significant.

The introduction of a new residential population would create a minor beneficial, not significant, effect on local spending within the area. The introduction of this new residential population would

also create a **minor adverse, not significant**, effect on the demand for local open space and recreation.

Residential amenity effects have been considered using the separate technical assessments of daylight/sunlight and wind microclimate. Wind effects are assessed as Negligible and not significant. For daylight, some neighbouring residents would experience noticeable reductions, and **moderate adverse** (significant) effects are identified for parts of Jefferson Place and Barton Place in relation to residential amenity. These effects are localised to specific neighbouring properties. For human health, daylight/sunlight effects are expected to relate primarily to amenity and wellbeing pathways affecting a limited population and are therefore not significant in EIA terms.

Overall, the proposed development is expected to result in a minor beneficial effect for housing supply and the local economy and no significant human health effects. A localised socioeconomic amenity effect is identified for daylight impacts at Jefferson Place and Barton Place, which is consistent with the technical daylight assessment.

8.4 Climate Change and Greenhouse Gas

Potential climate change and Greenhouse Gas effects due to the demolition and construction of the proposed development stages of the proposed development have been assessed. This has been undertaken in line with the relevant national and local guidance and regulations.

A desktop assessment of baseline greenhouse gas emissions from the site in its current layout has been undertaken. As the site is currently vacant there are no greenhouse gas emissions generated from the site. Therefore, any future development on the site will lead to an increase in greenhouse gas emissions.

8.4.1 Demolition and Construction Effects

During demolition and construction works greenhouse gas emissions may be generated directly through the burning of fuels for construction transport, plant and generators, or indirectly as a result of electricity use from the national grid and carbon emissions generated during the manufacture and transport of materials used within the construction of the proposed development.

A lifecycle carbon assessment has been produced calculating all greenhouse gas emissions generated during the demolition and construction stage of the proposed development. The total emissions during the construction stage of the proposed development were compared against regional net zero targets for large scale developments and were found to be below the target level.

As the project progresses the life cycle assessment will be updated to reflect exact specifications and quantities of materials utilised through the construction of the development. Locally sourced materials and materials with lower associated carbon emissions will be prioritised to minimise greenhouse gases generated by the proposed development.

Additionally, a number of management plans will be utilised throughout the demolition and construction stage to ensure sustainable practices in relation to transport, waste and the environment are adhered to throughout its duration.

Overall, it is considered that the demolition of the existing site and construction of the proposed development would result in a minor adverse effect on as a result of greenhouse gases to the global atmosphere, and as such would not give rise to significant effects on Climate Change. As such, there is a **minor adverse** effect on the global atmosphere as a result of the release of greenhouse gases during demolition and construction.

8.4.2 Completed Development Effects

Once construction of the proposed development is complete and the building occupied, greenhouse gases may be generated as a result of energy supplied to the building, vehicle emissions, water usage or the maintenance, repairs or replacement of materials over the lifetime of the development.

A Carbon and Energy Statement has been produced to determine the energy requirements of the proposed development. The development has been designed to be thermally efficient, fully electric and utilise solar power panels to produce renewable energy onsite and reduce reliance on the grid. The calculated energy demand for the proposed development has been compared to regional net zero targets for large scale developments and found to be below the target level.

The proposed development will not provide car parking, limiting associated vehicle emissions from the scheme.

As part of the design process, materials fixtures and fittings installed within the proposed development will be prioritised based on their durability and longevity, reducing the requirement to replace or refurbish the proposed development. Furthermore, fixtures will be selected to with high energy and water efficiency ratings to reduce overall consumption from the proposed development.

Overall, it is considered that the completed proposed development has taken significant steps to minimise the amount of greenhouse gases emitted to the atmosphere. As such, residual effects are not considered to be significant and there will be a **minor adverse** effect on the global atmosphere and energy and water consumption from the operational proposed development.

8.5 Townscape, Visual and Built Heritage

Around the site, there are four main townscape character areas that contextualise the site and its surroundings. These include:

- Townscape Character A – Cheetham Hill Road Corridor;
- Townscape Character B – Lord Street/Fernie Street;
- Townscape Character C – Green Quarter Cluster; and
- Townscape Character D – NOMA/Victoria North.

Fourteen different viewpoints have been considered within the assessment and how they will be impacted by the proposed development. These are shown below in Figure 8.1.

8.5.1 Demolition and Construction

During demolition and construction, the removal of the derelict structure and overall cleanup of vegetation on the vacant site creates a **minor-moderate beneficial** (not significant) effect on all of the townscape areas assessed.

8.5.2 Completed Development

Of all viewpoints assessed, only one viewpoint has significant effects associated with the construction of the proposed development. This is Viewpoint C – Lord Street/Strangeways, which will experience a **moderate-major** (significant) effect on the views from this area. No other townscape views assessed resulted in significant effects and all of the other impacts were assessed as beneficial or neutral for the surrounding area.

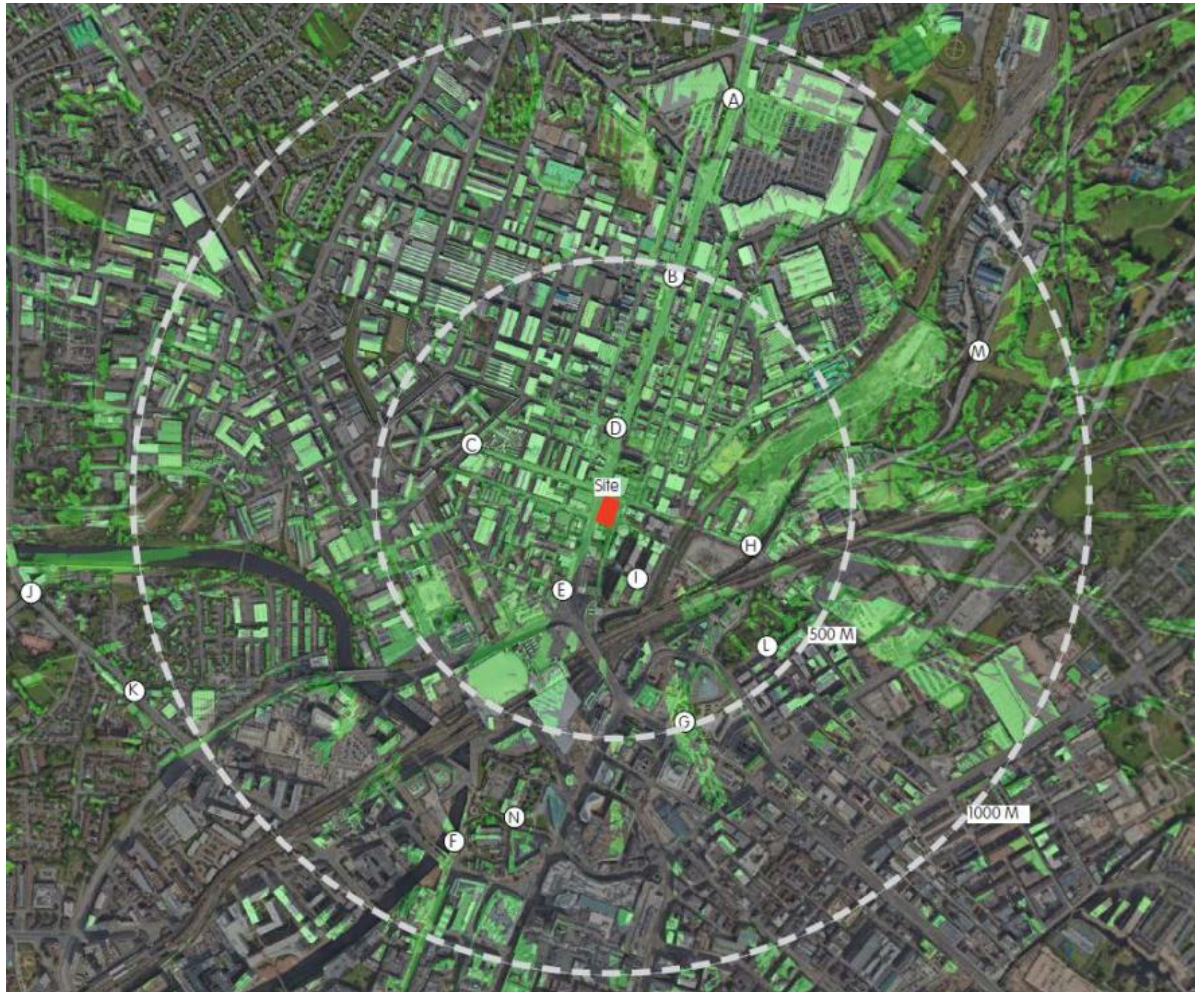


Figure 8.1: Location of viewpoints considered in the assessment.

The proposed development would not give rise to any unacceptable impacts to heritage, townscape or visual receptors. On the whole, the proposed development would demonstrably improve the appearance, character and function of the townscape. Given the lack of effects, no additional mitigation is proposed.

9. CUMULATIVE EFFECTS

9.1 Intra-Project Cumulative Effects

Intra-project cumulative effects from the proposed development itself on surrounding sensitive receptors and on-site receptors during the demolition and construction works and also once the proposed development is completed, were considered.

9.1.1 Demolition and Construction

No intra-project cumulative effects are anticipated for the proposed development during demolition and construction.

9.1.2 Completed Development

No intra-project cumulative effects are anticipated for the proposed development once completed.

9.2 Inter-Project Cumulative Effects

Consistent with the effects of the proposed development, the cumulative schemes would deliver high quality new housing and public realm improvements, generate employment and have a beneficial effect on the local economy through additional spending. The cumulative schemes would contribute to the ongoing high-rise redevelopment of the study area and thereby add to the changing townscape character and local views.

It is reasonably assumed that the cumulative schemes would make appropriate financial contributions towards community infrastructure, public transport capacity and highway works as necessary, to off-set or reduce their individual environmental effects.

Where there are potential overlaps of the demolition and construction stages of the proposed development with cumulative schemes, significant cumulative effects have been assessed chapter-by-chapter within Volume 1 of the environmental statement.

10. SUMMARY

The proposed development has evolved through a detailed understanding of the site, its emerging surrounding context, the aspirations of local and regional policy, and consultation with MCC, key stakeholders and the general public.

The proposed development would deliver a high-quality residential development which would comprehensively regenerate the site.

No significant beneficial environmental effects have been identified, however many non-significant beneficial environmental effects have been identified in relation to the proposed development.

The following significant adverse environmental effects have been identified:

- A **moderate adverse** effect on daylight amenity on Jefferson Place;
- A **moderate adverse** effect on daylight amenity on Barton Place;
- A **moderate adverse** effect on human health from loss of daylight amenity on Jefferson and Barton Place; and
- A **moderate-major** neutral effect on Viewpoint C – Lord Street/Strangeways from the operational proposed development.

Identified additional mitigation measures would be secured by means of appropriately worded planning conditions and financial contributions.